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The China Mail

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OVERLAND CHINA MAIL
(PUBLISHED EVERY
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Contains the Week's News
of Hongkong and the
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Price (including Postage) to any
part of the world \$12.00
per annum.

No. 16,708.

號八廿月一十年六十壹百九千壹

HONGKONG, TUESDAY, NOVEMBER 28, 1916.

長丙次歲年五國民華中

PRICE, 85.00 Per Month

THORNES OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
Tel. 316.

HONGKONG POLICE RESERVE.

BRIDGE POINTS, CENTRAL DISTRICT.
The following is to be inserted in
Standing Orders Book (page 6) —
(9A.) In the Central Police District
Second Shift patrolmen will relieve first
Shift patrolmen at the Points indicated
on the notice appearing on the Board in
the Side Room, Central Station.
RECORD OF CASES, OCCURRENCES, &c.
The attention of all ranks is drawn to
S.O. 10. The reporting of Cases is neces-
sary in order that every member's Record
of Service may be kept complete.
POLICE RESERVE SCHOOL.
CLASSES.
Class I.—All Inspectors and Sergeants
of No. 1 Company, the Mounted Police
and Marine Gunners.
Class II.—All Inspectors and Sergeants
of No. 2 Company.
Class III.—All Inspectors and Ser-
geants of No. 3 Company.
Class IV.—All Inspectors and Ser-
geants of No. 4 Company, and the
Ambulance Platoon.
DUTY.
Class I.—Monday, Dec. 4th, Tuesday,
Dec. 12th, Monday, Dec. 18th, Wednes-
day, Dec. 27th.
Class II.—Wednesday, Dec. 6th, Mon-
day, Dec. 11th, Tuesday, Dec. 19th,
Friday, Dec. 29th.
Class III.—Friday, Dec. 8th, Wednes-
day, Dec. 13th, Thursday, Dec. 21st,
Thursday, Dec. 28th.
Class IV.—Tuesday, Dec. 5th, Thurs-
day, Dec. 14th, Friday, Nov. 22nd,
Wednesday, Dec. 27th.
NO. 1 AND 2 SECTIONS OF NO. 1 COMPANY.
For the purpose only of carrying out
Standing Order No. 87 (c) concerning
leave from Parades, Crown Sergeants
Kusace and Wilks respectively are to be
deemed "Unit Commanders."
REPORTED FOR DUTY.
P.O. 561 Silva, on reporting for duty
resumes his former rank of Crown Ser-
geant as from this date.
(Sgd.) F. C. JENKIN,
D.S.P. (R.).

PATELL & CO. Importers-Exporters AND Commission Agents HONGKONG.

Branches:—
SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN.
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HANKOW,
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STEAM OR MOTOR VESSELS
8,000 Tons, 8,000 Horse Power now Built.
Steel Building Work of every Description.
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Prompt Attention and Shipment to Destination
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
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A GIFT THAT WILL BE REMEMBERED
ALL THE YEAR ROUND.

OUR CALENDAR OF ANCIENT CHINESE GREETINGS CONTAINING SIX PICTURES OF CHINA.

MOUNTED IN A UNIQUE & CHARMING SETTING.

SEND ONE HOME.

PRICE \$2.50.

A. S. WATSON & CO., LTD., HONGKONG.

NOTICE.

ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms of
Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS.
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.
SUNDAYS.
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.10 p.m. Every 10 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.
Season and punch tickets available to
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season tickets will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Comproadors order
representing Bank Notes.
JOHN D. HUMPHREYS & SON,
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ALL ELECTRIC TRAMWAYS Pass Entrance,
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Best of Food and Service.

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Manager.

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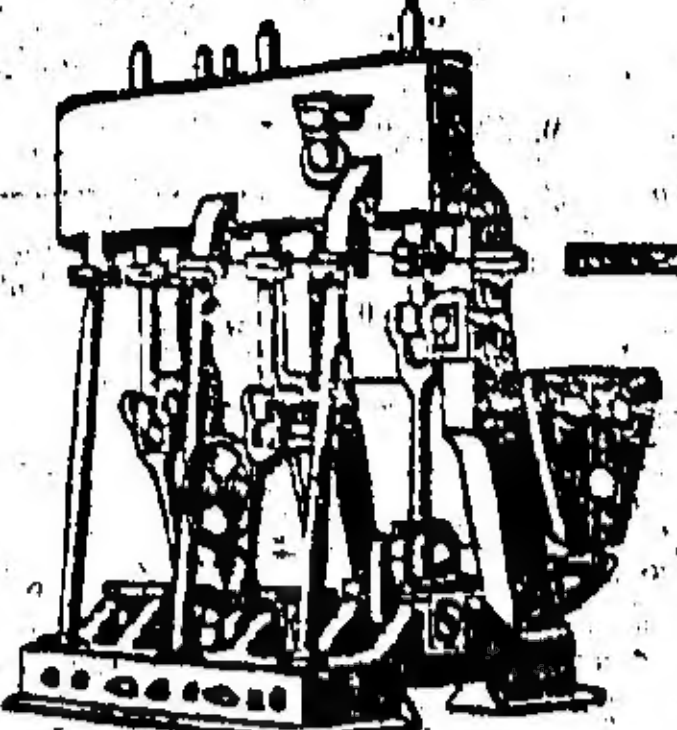
TOTAL FUNDS AT 31st DECEMBER, 1914,
£23,970,367.
—Authorized Capital £2,000,000
—Subscribed Capital £2,500,000
—Paid-up Capital £2,437,500
—Fire Fund £3,377,047
—Life & Annuity Funds £17,697,590
—Sinking Fund Account £23,230
£23,970,367
Revenue Fire Branch £2,581,466
" Life and Annuity 2,141,593
Revenue Marine Department 337,233
Other Receipts 478,940
£3,539,232
The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.
SHEWAN, TOMES & CO.
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BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
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It soothes the inflamed Lungs and Bronchial Tubes,
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STRAND 1/2" to 15" CIRCUMFERENCE
CABLE Laid 5" to 15" CIRCUMFERENCE
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Oil Drilling Cables of any size up to 3,000 feet in length
Prices, Samples and full particulars will be forwarded on application to:
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Hongkong, April 11, 1912.

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A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
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Terms:—From \$5 per day Men. Telephone add.: "Peacocks"
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In Bags of 250 lbs. net.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG
TUESDAY, 28th NOVEMBER.
8 A.M. "FATSHAN" 8 A.M. "HEUNGSHAN"
10 P.M. "HEUNGSHAN" 5 P.M. "HONAM"

WEDNESDAY, 29th NOVEMBER.

8 A.M. "HONAM" 1 A.M. "FATSHAN"
10 P.M. "FATSHAN" 5 P.M. "HEUNGSHAN"

Single Fare by Night Steamer \$ 5.00
Return Fare by Night (available also for Return by Day Steamer) 11.00
Single Fare by Day Steamer 8.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. "TAISHAN" Tons 2000. S.S. "SUI TAI" Tons 1850
HONGKONG TO MACAO.
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 3rd DECEMBER.

The Company's Steamship "TAISHAN."

N.B.—The Company will also run a steamer from Macao to Hongkong on Monday &
7.30 A.M. and from Hongkong at 1 P.M., from the Company's Wing Lok Street
Wharf.

CANTON-MACAO LINE;

SERVICE SUSPENDED

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SALAM" 158 Tons, and S.S. "NANSHAN" 168 Tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LINTAN" and
"SARU". These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the:—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor).
Opposite the Plaza Hotel.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.

Town Office, 43, CORNHILL, HONGKONG. Telephone No. 459.
Shipyard: Shun-Tai-Po, Kowloon, HONGKONG. Telephone No. 8.
Estimates furnished on application.
KWONG PING WA, Manager

Hongkong April 1, 1912.

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HIGHEST GRADE
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"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa preparation
the market; it fully maintains its high reputa-
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is second to none in any respect whatsoever."
Medical Magazine, March, 1912

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CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN" BOURNVILLE, ENG.

INTIMATIONS

G. R.
SANTARY BOARD OFFICE.
HONGKONG.
TO THE
OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such building within the EASTERN Division of the City of Victoria, and the EASTERN Division of Kowloon and New Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEDWASHED THROUGHOUT by the Owners during the months of October and November.

N.B.—The word "throughout" used in this Notice means that the houses should be limedwashed in respect of all the Walls of each Room, all Cupboards, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undermines of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls limedwashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however need not be limedwashed, but must be Cleaned.

The Board is prepared to limewash FREE OF CHARGE a limited number of Buildings in these Divisions. OWNERS who desire to avail themselves of this offer should apply in writing to the Secretary on or before the 14th October.

Chosen among applicants will be in the absolute discretion of the President.

The EASTERN Division of the City of Victoria is bounded on the West by Gillman Street and Peel Street.

Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North end through the Yaumati service reservoir to the Northern Boundary of Kowloon.

Dated this 21st day of November, 1916.
W. BOWEN-ROWLANDS,
Secretary.

1924

SECOND
5% RUSSIAN INTERNAL
SHORT TERMED LOAN
OF 1916 FOR
ROUBLES 3,000,000,000

THE Subscription to the above LOAN will be opened from 14th November to 29th December, 1916.

The price of issue is 95 per cent. The Loan is entirely free of Income Tax and other taxation.

The Loan is redeemable at par on 14th October, 1926, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half yearly on the 14th of October and 14th of April, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above named Loan.

Special favourable rates will be quoted for Russian Exchange.

Payment may also be made in Roubles. Applications will be wired to Petrograd free of telegraphic charges and commission.

40 per cent. only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager.
RUSSO-ASIATIC BANK.
Hongkong, Nov. 7, 1916. 1923

SILIMPON (SEBATTIK) COAL

THE Undermentioned having been appointed AGENTS for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL trimmed into Banks as SEBATTIK or SANDAKAN (British North Borneo).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Boilers calling at SEBATTIK or SANDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay (Sebatik Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited. 1927

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European Officials and Merchants in this Colony for ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "China Mail" Office, or direct to No. 104, Wellington Street, second floor.

INTIMATIONS

HILDESHEIM MISSION FOR
BLIND GIRLS.

THE "BLINDENHEIM" and the "EBEN-EZERSCHOOL" will have their ANNUAL SALE of handknitted articles from the 27th of Nov. till the 2nd of Dec. between 9-12 a.m. and 2-5 p.m. in the lower rooms of the REXHIM Mission Chapel, Bonham Rd., opposite St. Stephen's College. All friends and those who are interested are cordially invited.
Hongkong, Nov. 23, 1916. 1924

HAMS.

WE HAVE just received a Consignment of FINEST ENGLISH HAMS (average weight 12 to 13 lbs.) in Tins. These Hams are cooked by Patent process whereby they retain all their natural flavour and nourishment. No bone, no waste, the Hams being ready for Table. Price 70 cents per pound for cash.

H. STEPHENS & CO.
18/22, Queen's Road, Central.
Hongkong, Nov. 25, 1916. 1925

A. BUNE

IN LIQUIDATION.

CREDITORS are required to send in their Claims to the Undersigned on or before THURSDAY the 30th November, 1916.

Dated the 14th November, 1916.
W. G. HUMPHREYS & Co.
No. 16 Queen's Road, Central.
Liquidators.

1240]

DEC. 2-10, 1916.

National

Mission

Repentance

Hope

NEW

REGAL

RECORDS.

7344 "Some" Selection ... Band
(Parts 1 & 2)

7846 The Long Trail Waltz ...
Wonga-Intermezzo ...

7345 (King's Birthday March ...
Lion of St. Marc ...

7347 (Colonel Bogey ...
Prairie Flower ...

7349 The Ladder of Roes ... Ball Solo
(Teddy Tail March ...

THE ANDERSON

MUSIC CO., LTD.

6, Des Vaux Road. Tel. 1322.

DAIRY FARM NEWS.

JUST ARRIVED

NEW SHIPMENT OF

SELECTED

FINNAN HADDOCKS.
FILLET HADDOCKS.
KIPPERS.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

SAVARESSE'S

SANTAL

CAPSULES

(Most Certain Cure)

Physician's recommendation

25 & 1-100 of Capsules

The
"Three Castles"
Cigarettes

W.D. & H.O. WILLS, BRISTOL & LONDON

Manufactured from the FINEST
MATURED VIRGINIA LEAF,
and therefore a delight to the heavy
smoker without the slightest fear
of any disagreeable after effects.

SAVE THE COUPONS.
THEY ARE VALUABLE.

LORD HALDANE'S BERLIN
MISSION.

COUNT REVENTLOW'S
DISCLOSURES.

It is stated that the Government intend to publish a series of diplomatic dispatches which passed between this country and Germany during the six years before the war, which will throw light on the relations then existing between the two countries, and satisfy the world that England adopted a policy of appeasement.

No doubt Lord Haldane's dispatch from Berlin as a result of his famous mission will be included in this new Blue Book.

Count Reventlow, in the new edition (the fourth) of his book, "Deutschlands Auswärtige Politik, 1898-1914," has some reference to the Haldane mission and the relations between the two countries at that time.

THE INCREASE OF ARMAMENTS.
Count Reventlow writes on the subject as follows:—

Acting on an intimation which was believed to have emanated from the German representatives at the beginning of February or end of January, 1912, suggested that the British Government should send a member of the Cabinet to Berlin, in order to consider the matter (the increase of armaments), more freely.

The suggestion was accepted, and about the middle of February Lord Haldane arrived in Berlin on a private mission.

As the German Chancellor repeated in a speech in August, 1915, "Lord Haldane assured me of the upright desire for an understanding on the part of the English Cabinet." Lord Haldane, in July, 1915, when speaking of this visit, said that in Germany there was at that time "strong influences at work in favour of war, and he considered that it was his duty to do all that he could to bring about a friendly feeling."

I knew something of Germany. I knew the perils of the situation, where the powder magazine was, and I was most anxious that the unjust and untrue suspicions should be got out of the minds of a certain party in Germany. It was not to be; the War Party, dominated, Haldane did his utmost; but his, as well as the Cabinet's, "upright desires," were only empty figures of speech.

Baron Reventlow then states that Lord Haldane, after the first Moroccan crisis in 1906, visited Germany and studied German military methods. The author continues:—"Acting on the foundation that he had laid from his studies in Germany in this direction, he worked for six years on the organisation of the British Army, especially in connection with those expeditionary forces which at a given moment were to be sent to the mainland to attack Germany."

So when he came again to Berlin in 1912 he was considered a true friend of Germany; he expected confidence and he received it. As the Imperial Chancellor has related:—"Haldane was much depressed by our imminent naval programme. I asked the English Minister whether an open understanding with us, an understanding which would not only prevent an Anglo-German war, but also a world-war, was not of more value to him than a few German Dreadnoughts more or less. Personally Lord Haldane appeared to agree with me. He then asked me whether, free from any fear of England, Germany would not fall upon France and destroy her. I answered that the peace policy which Germany had followed for more than 40 years should be sufficient to protect us against such an insurrection. We had had the best of occasions during the Boer war, Russo-Japanese war, as well as during the Moroccan crisis, to satisfy any desire for war that we might have had, but on the contrary, we showed all the world how sincere was our love of peace. Germany, I told him, ardently desired peace with France, and was as unlikely to attack France as she was any other country. On Lord Haldane's return to London

negotiations were proceeded with. Lord Haldane was therefore depressed with the German naval programme."

THE GERMAN NAVAL PROPOSALS.
Haldane, says Baron Reventlow, had, among other instructions from his Cabinet, express directions to being about an alteration in the German naval proposals if possible. When the proposals in March, 1912, were published it was soon that only three new ironclads were projected, and the building of two of these only decided upon for a specified year, and that no decision as to the third as well as to the building of a small cruiser had been arrived at. Nothing had come of the desired rapid strengthening of the German navy. The Bill, apart from the organisation details which have since been used in connection with the reserve fleet, and an increased number of submarines, hardly helped the navy. It did not bring about the thing which she so urgently needed—great ironclads. During Haldane's visit the navy programme was reduced to more than half. After this undoubted English victory negotiations for the understanding between the two Great Powers, so much desired by Germany, were proceeded with. Haldane went accompanied by the respective Ambassadors.

Lord Grey and the Prime Minister have explained the course of the negotiations, and why England could not accept the German formula, which would have tied our hands in the case of an attack on Belgium and an attempt to crush France.

COSTLY FIRES IN LINERS.

There has been quite an epidemic of fires among liners in various parts of the world, which is likely to cost the insurance market a very considerable sum.

The most serious case appears to be that of the American liner Antilla, of 8,600 tons, belonging to the New York and Cuba Mail Steamship Company, and insured on a value of £25,000 which was reported to be on fire 120 miles off Cape Henry, necessitating the abandonment of the vessel by the crew, which, it is announced from New York, have been saved.

A second notable case is that of the fine Japanese liner Seattle Maru, of 6,000 tons, belonging to the Osaka Shosen Kaisha, reported to be on fire at Yokohama. The liner had arrived from San Francisco, is insured on a value of £100,000, and, according to Lloyd's agent, serious damage is anticipated.

Yet a third case is that of the American steamer Croton Hall, of 5,700 tons, valued at £130,000, in which a fire broke out while "discharging" cargo at Montevideo on the voyage from New York for Buenos Aires. The passengers were landed and the vessel was ordered to the roads, where efforts were to be made to extinguish the outbreak.

Again, considerable damage appears to have been done by fire to the hull and cargo of the fine Italian liner Milazzo at Fayal.

LOSING WEIGHT BY THE POUND
"Under Weight" a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh-building materials—Very palatable.

OF ALL CHEMISTS

Prices: \$1.25 and \$2.35

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co.
SCIENTIFIC OPTICIANS
HONGKONG & MANILA

HONGKONG & MANILA

MITSUBISHI GOSHI KWAISHA
(Mitsubishi Co.)

COAL DEPARTMENT.

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No. 2, PRINCE STREET,

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SINGON & CO.

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IRON STEEL, METAL AND HARD

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Hongkong September 4, 1916.

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Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, &c., &c.

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WATSON'S E THE PREMIER SCOTCH

MILD, MELLOW, MATURED.

A. S. WATSON & Co., Ltd.,

WINE & SPIRIT MERCHANTS,

TELEPHONE No. 616.

To-day's Advertisements

EXHIBITION AND SALE OF OIL PAINTINGS

Executed by E. BELSITO, Esq.,
In Aid Of
WAR CHARITIES,
Under the Distinguished Patronage of
LADY MAY,
AT THE
CITY HALL,
From 9 A.M. to 5 P.M.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned),
on

WEDNESDAY,

the 29th November, 1916, commencing
at 2.30 p.m., at their Sales Rooms, No. 3,
Des Vaux Road, Corner of
Ice House Street.

VALUABLE HOUSEHOLD
FURNITURE.

Removed to Sale Rooms for Convenience
of Sale.
And
ABOUT 100 PAIRS LADY'S SHOES,
GENT'S OVERCOATS, &c., &c.
TERMS—Cash.

HUGHES & HOUGH,

Auctioneers,
Hongkong, Nov. 28, 1916. 1277

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned),
on

SATURDAY,

the 2nd December, 1916, at 10.30 a.m.,
at their Sales Rooms, No. 3,
Des Vaux Road, Corner of
Ice House Street.

50 doz. Eau de Cologne,

50 " Violet and Rose Toilet
Powder,
About 60 " Eau de Cologne,
50 " do. Toilet Soap.

The above perfumery, etc., is of the
best quality and has just arrived from
London.
Terms—Cash.

HUGHES & HOUGH,

Auctioneers,
Hongkong, Nov. 28, 1916. 1279

THE DIARY.

MEMO. FOR TO-MORROW.

1.30 p.m.—Auction of one Saddle, etc.
at Messrs. Hughes and Hough's.

General Memoranda.

THURSDAY, Nov. 30.—
St. Andrew's Day.

"Heather Day" for Scotch War
Charities.

Thanksgiving Day in U.S.A.
Scotch Concert in Theatre Royal, City
Hall.

FRIDAY, Dec. 1.—
Queen Alexandra's birthday (1844).

1.30 p.m.—Auction of Household
Furniture, Towels, Brass Ware, etc.,
at Messrs. Hughes and Hough's.

SATURDAY, Dec. 2.—
10.45 a.m.—Auction of Household
Linens and Blankets at Messrs.
Hughes and Hough's.

SUNDAY, Dec. 3.—
9 a.m.—Excursion to Maao by S.S.
"Talaban".

MONDAY, Dec. 4.—
9 a.m.—General Booking Opens for
"Kismet".

SATURDAY, Dec. 9.—
10.45 a.m.—Auction of Jewellery,
Biscuits, etc., at Messrs. Hughes
and Hough's.

Entire close for Wodehouse Cup
(Ladies' Round-robin, Final).

5.45 p.m.—Full Moon.

FRIDAY, Dec. 15.—
Entire close for Ladies' Championship.
R.H.K. Golf Club.

The China Mail.

HONGKONG, TUESDAY, Nov. 28, 1916.

THE MAN-POWER QUESTION
IN HONGKONG.

ONE or two letters have recently been published in the Colony making the not unfamiliar charge that men of military age here are "shirkers" because they have not all gone home to join the Army. These imputations are justifiably resented, and it appears that some further official pronouncement is desired as to what is considered to be the duty of the men labouring under such an imputation. We do not ourselves see that any further statement on the subject is required: the last statement by H.E. The Governor clearly holds good until the Imperial authorities deem a change of policy necessary. We cannot suppose that the anonymous letters in question are entitled to any special consideration, for they were obviously written by persons who have no adequate comprehension of the position. We may very confidently assume that the War Office is fully informed on the subject of the available man-power in this Colony, as well as in all other outposts of the Empire, and if a definite call were made to the eligible single men here to return home to join the Army we are perfectly sure that very few "shirkers" would be found among them. The War Office makes no such call: moreover, it no longer provides passages for men who might wish to go home to join the Army. That is the first answer to the imputation. The second answer involves a consideration of the policy governing the maintenance of a garrison here. As everybody knows, we have in all the Crown Colonies garrisons maintained at a certain standard of strength, and it has been authoritatively explained again and again that young men in commercial occupations here are serving the Empire in a double sense, if while pursuing their business occupations they are at the same time qualifying for military duty if need arises by undergoing the necessary training in the Volunteer Forces of the Colony. Since the passing of the Registration Ordinance which enabled the Government to acquire full information about every non-Chinese resident in the Colony, measures have been taken to make quite certain that there are no British subjects eligible for service who are not attached to one or other of the local forces. H.E. The Governor has explained that the greater the strength of these local forces, the larger will be the number of men of the regular Army who can be spared from the garrison here for service at the front. Conversely, then, it may be said that if the local forces are weakened to any considerable extent by men throwing up their commercial occupations and going home, the garrison would have to be strengthened by bringing out to the Colony further drafts of troops from home. When this is clearly understood the absurdity of these accusations against men eligible for military

service is apparent. So long as the authorities hold the views they do regarding the strength at which it is necessary or advisable to maintain the Garrison, then the present policy is manifestly a sound one. The number of men who have been given leave, or have resigned positions in the Colony to go home to join the Army, is not inconsiderable, but there is a limit beyond which it is impossible to go in this direction without injury to the Empire's interests. The strength of our position in the war ultimately resides in our financial resources, and at this stage of our expenditure the maintenance of our trade interests is a consideration of ever-increasing importance. Cripple the trade capacity of the Empire and we weaken to a corresponding extent our ability to sustain the burden of the war. People who talk so glibly about self being preferred to patriotism by men in the East have usually a very inadequate conception of what the maintenance of our trade in places like Hongkong and Shanghai means to the war chest of the Empire. But we think we have said sufficient to indicate the considerations involved in a withdrawal of "man-power" from places like Hongkong. As we have said, the powers-that-be are fully informed upon all aspects of the question, and the matter can safely be left in their hands. They have only to tell the men in the Crown Colonies that their assistance is more urgently needed in the battlefields of Europe than in the garrisons and trade centres of Asia, and we are quite sure that there will be a ready response to the appeal. Until that call comes the men in this Colony can well be guided as to their duty by the public statements already made by H.E. The Governor on the subject.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Eight infected rats were found out of 4,499 caught during the fortnight ending November 18. All the infected rats were caught in the City.

The Manila observatory at noon to-day reported a cyclone or typhoon E. of Luzon, more than 300 miles distant, recurring northeastward.

Cargo ex m.s. *Glenarney* arrived per s.s. *Kutong* will be examined by Messrs. Goddard and Douglas on Thursday next, at 2.30 p.m.; not as stated in the advertisement in another column.

The Hon. Treasurer of the Alliance Memorial and Allied Hospitals begs to acknowledge with thanks a donation of \$50 to the funds of the Hospitals from the Tailors Guild.

It will add to the interest of the article on "Shell-making" published on another page if we mention that it was written by a well-known resident of Hongkong who is at present in England.

A correspondent suggests that the large coloured poster announcing "Our Day"—"Rose Day" October 19th—exhibited so prominently near the entrance to the Post Office, might be covered by a similar poster regarding "Heather Day."

The Provincial Assembly at Canton which has been informed that domestic and foreign debts total \$12,000,000, besides \$5,000,000 needed immediately to pay the Yunnanese troops, disband the Citizens' Army and November expenses.

Our Canton correspondent writes that General Lung Chai Kwong, who is now at Hainan, has been trying to engage men from Tiger Island and the surrounding district for the prosecution of his mining enterprises at Hainan. Although he has offered as much as \$50 to \$100 a month for mechanics, and \$10 a month for unskilled labourers, the invitation seems to be unanimously disregarded, giving the impression of a general boycott of General Lung's enterprises.

The following members of "A" Coy. H.K.V.F. will parade at Blake Pier at 3.30 p.m. to-morrow for market: 1. Sgt. W. J. Crawford, Platoon A; 2. Sgt. H. S. H. A. Walker, Platoon B; 3. Sgt. J. W. Mackay, Platoon C; 4. Sgt. G. M. Brown, Platoon D; 5. Sgt. J. W. Mackay, Platoon E; 6. Sgt. G. M. Brown, Platoon F; 7. Sgt. J. W. Mackay, Platoon G; 8. Sgt. G. M. Brown, Platoon H; 9. Sgt. J. W. Mackay, Platoon I; 10. Sgt. G. M. Brown, Platoon J.

HONGKONG SANITARY BOARD.

NIGHT SOIL QUESTIONS.

The Head of the Sanitary Department replied to Dr. O'Leary's questions on this subject as follows:—

1. The Head of the Sanitary Department has no special powers over any of the night soil coolies except those provided by the conservancy contractor. The bulk of the night soil coolies are the private employees of the householders. If any householder is dissatisfied with the service of his particular employee, the remedy is in his own hands. He can by application to the H.S.D. obtain a man from the conservancy contractor under and at the rates laid down in Clause 18 of the Conservancy Contract for Hongkong and Clause 15 of the contract for Kowloon.

Men so engaged were under the jurisdiction of the H.S.D. but the number of householders availing themselves of these clauses is very small. The position of the householders with regard to the excremental matters produced on his premises is defined by clause 1 of by-law No. 8 of the Sanitation and Conservancy by-laws.

2, 3 and 4. The H.S.D. has no information as to the vagaries of private employees.

5. There is no reason why any household who prefers such an arrangement should not adopt it. But if it is intended that the used receptacle with its contents shall be carried direct to the conservancy boats, that is, the contents shall not be transferred on the premises to general receptacles serving more than one house, the number of coolies engaged in this work will have to be greatly increased and the wages of the individual will rise *pari passu*. The charges on the householder's pocket for missing and damaged receptacles will be to be feared also increase considerably.

6. The H.S.D. is aware that the practice exists and would be glad of any suggestions with a view to checking it.

7. The nuisance is usually committed on private property and nocturnal surveillance over such can only be exercised by the occupier. When the offence is reported as being committed on public property special watch is set with a view to the apprehension of the culprit.

EXHUMATION.

Relative to the correspondence relating to exhuming bodies from the Roman Catholic Cemetery at Happy Valley the following minutes were written:

Mr. Bowley:—Under section 91 (a) the Board can only grant permits to the representatives of the person buried.

H.S.D.—The Mission is the lessee of the cemetery and I think it is reasonable to regard the Mission as the duly authorised agent of persons buried by it in its own grounds where no other means of tracing relatives exists. In other cases an opportunity of refusing consent is given to relatives by the posting of notices. It has also been made clear to the Mission in the Secretary's letter of Sept. 25th that the onus of obtaining the consent of relatives rests with the Mission and that the Board's permit is only used on the understanding that every reasonable step has been taken to obtain such consent and that no grave in respect of which such consent is refused may be exhumed, notwithstanding any permit to the contrary.

It is however of the greatest importance that all exhumed remains should be so re-interred as to be easily identifiable at any time. The present condition of the cemetery is so chaotic that even unexhumed graves are liable to be lost and for that reason I recommend that the application for permission to carry out further exhumation be refused for the present.

The Hon. Mr. Chatham, Director of Public Works and Vice-President of the Board, replying on behalf of the President who was absent on military duties, stated that he thought that it would be advisable to postpone coming to any decision until the Board had had further advice as to whether it was proper to consider the lessees of the cemetery as representatives of the parties. He imagined that there was no immediate necessity for a decision.

Mr. Golding said that he took it that there would be no further exhumation in the cemetery.

The Vice-President replied that the lessees had no authority to proceed with exhumation.

THE MAGISTRACY.

THE PRICE OF PEACE.

CYCLIST COLLIDES WITH PROJECTING PLANK.

The No. 1 on a Sanitary junk moored off Ship Street, Wanchai, was summoned on remand to-day before Mr. F. A. Hazland with causing an obstruction on the Praya wall by a gangway plank projection. Mr. W. L. Shenton prosecuted and Mr. Kong Sing defended.

Mr. John Carr, a shift engineer of the Electric Company, was the complainant. As he was riding along the Praya on a bicycle at night he ran into the projecting plank which he said was projecting six feet into the roadway and the end was about 18 inches off the ground. He fell from his machine and sustained various injuries and the bicycle was buckled in two places. No sort of precaution had been taken and there were no lights or ropes. When he got up he threw the plank into the sea and went and reported the matter to the Police.

Complainant, interrogated by Mr. Kong Sing, said he could not swear to the defendant. It was low tide and the plank was about 25 feet long. The car had stopped running and there was no traffic.

Mr. Kong Sing asked defendant if he was hiding between the overhead tram way pole and the Praya wall?

Do you think I'm a fool? asked the complainant.

Mr. Hazland sharply rebuked complainant for his remark and told him if he could not speak better than that he must leave the box.

Complainant denied that he struck a coolie or attempted to get on the bicycle again.

P. S. Floyd said when complainant came to the station his face was covered in blood and he had a cut over the eye. He and witness went to the junk and saw the coolies hauling up the plank that had been thrown in by complainant. He asked for the license and it was handed to him by a fold, not the defendant. Next morning defendant offered \$25 compensation and complainant wanted \$100.

Mr. Kong Sing asked why the contractor was summoned.

Sgt. Floyd said they weren't quite certain who put the plank out but the master was responsible. After further argument defendant was fined \$10 or a month.

THE HONGKONG WAR LOAN.

The Hon. Mr. A. G. M. Fletcher, Colonial Secretary, writes: "I am directed to inform you that the sum of \$3,000,000 authorised under the War Loan Ordinance, 1916, has been subscribed. Applications have been allotted in full, the Hongkong and Shanghai Banking Corporation taking a part of the loan. A sum of \$80,000 was remitted to London on the 18th November."

"HEATHER DAY."

We are all by this time familiar with the fact that Thursday—St. Andrew's Day—is to be observed in the Colony as "Heather Day," when heather and badges will be sold all over the Colony by Scotch ladies and children in aid of funds for Scottish Regiments at the Front. Street selling will commence at 8 a.m. and will cease about half past ten when collectors will assemble at the Hongkong Cricket Club pavilion. At 11 a.m. collecting parties will make office to office calls and at 1 p.m. all collectors will re-assemble at the H.K.C.C. pavilion when the final result of the morning's work will be ascertained.

A general holiday is being granted to the European Schools under Government control as a great many of the children will be sellers. The Pipe and Brass Bands of the 74th Punjab will play appropriate music on the Cricket Ground during the forenoon of the 30th.

CLOSING SHARE QUOTATIONS.

Unions	450	buyers
Douglases	121	buyers
Shenboats	23	buyers
Indo-Ed.	127	buyers
China Sugar	158	buyers
Malacca	37	buyers
Wharves	94	buyers
Docks	131	buyers
Shanghai Cotton	113	buyers
Cement	113	buyers

THE NEW WHARF AT KOWLOON.

OPENING CEREMONY ON BOARD "EMPERESS OF ASIA."

MEETING THE NEW REQUIREMENTS OF THE PORT.

An important ceremony marking the development of shipping using the port of Hongkong and the growth of Kowloon took place yesterday on board the s.s. *Empress of Asia*, when the new and longest wharf in the Colony, built for the Hongkong Wharf and Godown Co., was opened. The ceremony took place in the sumptuously appointed smoking room in the presence of a large gathering numbering close upon 1,000, and including H.E. The Officer Administering the Government and several members of the Council and heads of shipping and merchant firms.

Mr. ANTON, Chairman of the Wharf Company, said:—We are met here to-day to celebrate the opening of our New Wharf. As viewed from above, the structure is not particularly interesting but those of you who examined the wharf while it was being built would no doubt be impressed by the nature of the work. A wharf by itself, as we have them in the Far East, is not usually a very inspiring sight, nor can ours be classed as a thing of beauty, although it may be a joy for ever, to-day our ceremony is greatly helped by the fact that we have alongside a representative British ship, the Canadian Pacific Ocean Service having kindly arranged to send their magnificent steamer the *Empress of Asia*. Not only that, they have also courteously extended the privilege to all here to inspect the *Empress of Asia* and those who take advantage of this opportunity will see for themselves the comfort, not to say luxury, provided for passengers crossing the Pacific Ocean.

It may be of interest to some of you if I mention that with the advent of bigger steamers to Hongkong it was realized to be incumbent on us to meet our constituents' requirements by providing more efficient wharfrage. The Canadian Pacific Ocean Service had built the *Empress of Asia* and *Empress of Russia*, the M.M. Cie had built ships, like the *Paul Lacat*, and the N.Y.K. the *Glen Ben*, and other lines were sending larger steamers to this port, the general tendency being an all-round increase in the size of vessels. Our No. 3 Wharf, which we had relied on to berth the big steamers, was becoming inadequate to cope with requirements, and it was therefore decided to build a new wharf capable of accommodating any ship which came into the harbour.

Accordingly a new wharf has been built, the first pile being driven on the 20th December, 1915, and the last on the 21st May this year, the wharf being completed on the 13th October. The total length is 666 feet, the width being 45 feet, and one of the most important factors is that there is a depth of water of 80 feet at lowest spring tides, so that any steamer coming here can be berthed. The foundations for a new three-storied steel godown of 20,000 tons capacity are now being put in opposite the wharf, but the constructional work may be delayed until such time as the market for steel becomes more normal. Meanwhile a smaller godown of brick which will take about 4,000 tons is being erected at the back and will be ready next month. I think that is all I have to say about the Wharf Company.

I would now like to thank the Canadian Pacific Ocean Service, Limited, for helping us to make this function a success. One of the reasons why we desired the "Empress" boats to come alongside our wharves, and particularly this one, was because we felt convinced that apart from the fact that better European supervision can be given to cargo, ex-steamers which discharge at the wharves, the passengers are able to land comfortably, and with the Ferry Wharf within one minute's walk, they can be conveyed to Hongkong expeditiously with ease, and at very little cost. The system under which passengers and their friends have at times to climb over several launches in order to reach the gangway of steamers is inconvenient and can be done away with and greater facilities given to baggage. I can now only express the hope that not only will the Canadian Pacific Ocean Service send all their steamers regularly to our wharves but that the Messageries Maritimes Cie, and other passenger boats will follow suit.

I now declare the wharf open and at the same time wish prosperity to the Canadian Pacific Ocean Service, Ltd., who have been running a regular service of steamers to Hongkong for 20 years and whose line is so justly popular and whose policy is so well known and so progressive.

Mr. J. H. WALLACE, the Agent in Hongkong of the Canadian Pacific Ocean Service Co., Ltd., said:—Mr. Anton, ladies and gentlemen, the opening of the new wharf of the Hongkong and Kowloon Wharf and Godown Co., which we are

assembled to celebrate to-day, marks not only an important event in the history of that progressive Company but is also another step in the forward progress of Hongkong as a shipping port. On behalf of the Canadian Pacific Ocean Service, I have to thank Mr. Anton for the kind expressions which he has used in regard to the Company on this occasion and I can assure you the Canadian Pacific Ocean Service appreciate the honour which has been done them in being invited to send the *Empress of Asia* as the first vessel to go alongside the new wharf. Although this ship is, I may safely say, the largest merchant vessel at the present time regularly using the port of Hongkong, the berthing of her at the wharf proved to be an easy and safe proposition, thanks to the admirable arrangements and facilities which the Hongkong and Kowloon Wharf and Godown Co. have made and afforded for the use of their patrons. I would ask all present to join me in wishing continued prosperity to the Hongkong and Kowloon Wharf and Godown Co.

SPORTING.

RUGBY.

A rugby match has been arranged between the Club and a team from one of His Majesty's ships. The match will take place on the Club Ground, Kowloon, at 4.30 p.m. Club team—C. F. Maltby, R. M. Henderson, H. S. Rouse, Capt. Taylor, R. A. Brand, Sapper Richards, Corporal Jones, R. Kennedy, J. Ralston, Capt. Wylie, Lieut. McLean, Lieut. Wall, Lieut. Litt, R. M. Austin and J. M. Walker.

POLICE RESERVE WHIST DRIVE.

The interest of the Police Reserve in its Headquarters and Club has, since its inception, been alarmingly small and recently members of the General Committee have had to give the matter their earnest attention. It was decided to promote a whist drive with the object of fostering a keener enthusiasm for the Club premises and the drive took place last evening. Forty two tables were occupied and these were placed along each side of the main corridor and in the room adjoining the library. The arrangements were astutely carried out by Revenue Officer Langham who had the assistance of several of the active members of the Reserve. The decorations were skilfully adjusted and lent an added charm to an animated scene. The winners were:—Ladies: Mrs. Seena, Mrs. Gerrard and Mrs. Atkinson, all tied. Gentlemen: 1, Mr. Wells; 2 and 3, Mr. Buck and Mr. Dawson, tied; 4, Mr. Coles; 5, Mr. Hunstead and Mr. Spears, tied.

Mr. F. C. Jenkins, Deputy Superintendent of Police (Reserve) presented the awards.

SOCIAL AND PERSONAL.

Subscribers to the Cigarette and Tobacco Fund will learn with regret that Mrs. Pentreath (who has taken so much interest in collecting the valued subscriptions) will be leaving the Colony next Thursday. The Committee of the Cigarette and Tobacco Fund wish to publicly tender to Mrs. Pentreath their hearty thanks for the good work carried out by her. Through her efforts something like 2,250,000 cigarettes have been sent to the Front and 40,000 cigarettes have been distributed amongst the local troops. Nearly \$5,000 have been collected by Mrs. Pentreath herself since taking over from Miss Craddock. In future the collection of subscriptions and the sending of Hongkong gifts of cigarettes and tobacco to the men in the Trenches and Hospital Bases will be continued by Mrs. Arthur, who has very kindly undertaken this work.

Mr. Jorge Roza de Oliveira, the newly-appointed Consul-General for Portugal at Shanghai, has arrived there with his wife and son. The new Consul was formerly Secretary of Legation at Stockholm, and later, Consul at Georgetown, capital of Guyana, British Guiana, South America. He was first appointed to a similar position at Canton, but was subsequently transferred to Shanghai, to relieve Mr. M. de Nascimento, who goes back to his post as First Secretary of the Legation at Peking. The appointment to the Far East found Mr. Oliveira spending a few months' vacation in Lisbon, and in order to catch the eastbound steamer at London he travelled overland via Madrid and Paris, and boarded the *Rashima Maru* for her voyage round the Cape.

ACCIDENTS WILL HAPPEN.

It may be impossible to prevent an accident, but it is not impossible to be prepared for it. "Chamberlain's Cough Remedy" is not beyond anyone's purse, and with a bottle of this remedy you are prepared for anything. It is by all means the best remedy for coughs, colds, and whooping cough.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE STRUGGLE IN RUMANIA.

INTERESTING GERMAN ADMISSIONS.

LONDON, Nov. 27. The Times correspondent at Amsterdam reports that a German correspondent, telegraphing from General von Falkenhayn's Headquarters, admits that the Rumanians succeeded in rescuing all their artillery from Cricova, including their heavy guns.

The special correspondent of the *Frankfurter Zeitung* on the Rumanian front reports that the further advance of the Germans beyond the Alt may be delayed owing to the condition of the roads.

THE RUMANIAN RETIREMENT.

A Rumanian communiqué states: We retired from the Alt and Topolos a little eastward. Violent engagements are taking place in the direction of Smardincea.

A Russian communiqué states: Retreating Rumanian detachments are utilizing the natural features of the country in resisting the enemy's advance in West Wallachia.

After crossing the Danube at Zimnita, the enemy occupied positions on the river side between Valeni and Russewende.

GERMAN COMMUNIQUE.

A German official report says: We have taken Alexandria, fifty miles west of Bucharest.

THE BALKAN ZONE.

PARIS, Nov. 27. A communiqué states:

The Serbians have repulsed a Bulgarian counter-attack on the Cerna front with sanguinary losses.

There is violent reciprocal artillery activity north of Monastir.

The Italians continue to advance in the hilly region of Divoio on our left wing.

LATER.

An Italian communiqué relating to the Macedonia campaign says: Our troops are breaching down the stubborn resistance of the enemy and have captured two heights south-west of Nizopolis.

SERBIAN SUCCESSES.

ELITE OF GERMAN TROOPS DEFEATED.

PARIS, Nov. 27.

A Serbian official announcement states: The Franco-Serbian have carried by assault Hill 1,050 which is a most important strategic point. The elite of the German troops were defending and had been instructed to hold it at all costs. Several counter-attacks were launched regardless of losses, and these were all repulsed.

THE WESTERN FRONT.

BRITISH ARTILLERY ACTIVE.

LONDON, Nov. 27. General Sir Douglas Haig reports: Our artillery is active at La Bassée.

THE FRENCH FRONT.

PARIS, Nov. 27.

A communiqué states: There has been the usual cannonade in the Somme and the Douaumont-Vaux sectors. Calm has prevailed elsewhere.

A French aeroplane successfully bombed aerodromes at Guizancourt and Maigny.

THE ITALIAN FRONT.

LONDON, Nov. 27.

An Italian official announcement states that there are no frontal rains in Trentino.

The enemy in Carina violently bombarded the Italian positions in the Dolomite and the Ortles.

TALK OF MASSACRE IN GREECE.

ATHENS, Nov. 27. A Royalist friend has warned Reuter's Correspondent that he had better remove to some unknown address till after December 1st.

Apparently the correspondent figures in the Royalists' list of undesirables. It is not seriously believed that there will be trouble, but Royalist officers openly talk of a massacre if the Allies have recourse to force.

THE FRUSTRATED NAVAL RAID.

A DRIFTER'S EXPERIENCE.

LONDON, Nov. 27. The experience of the drifter mentioned in connection with the attempted raid on Ramsgate by German destroyers makes thrilling reading.

According to correspondents, the drifter saw a German destroyer loom up in the darkness not 200 yards away. The drifter was about to hail it when a shot whizzed overhead. The little boat was no match for a destroyer. Her only chance was to turn and make for home.

This she did, followed by a succession of six shells directed too high. The light at the mizen afforded the target at which the German fire was aimed. One of the crew of the drifter showed splendid heroism. He seized a piece of sack with the intention of covering the lamp, and was on his way to carry out this intention when another shot carried the mizen away entirely.

In store in the ship's boat and tore a hole in the cook-house roof, finally exploding over the sea. When the light disappeared the enemy evidently thought he had sunk the vessel, for the drifter was not molested further and returned to port showing but little sign of the adventure.

AN INTERESTING SUBMARINE STORY.

PARIS, Nov. 27.

An Admiralty communiqué says the following incident is interesting as showing what occurs when German submarines depart from their ordinary practice of sinking all ships they encounter.

A submarine, on the 13th inst. placed a prize crew on board the Norwegian steamship *Older*, bound from Newport to Gibraltar, and proceeded with the usual piracy of other ships.

The *Older* subsequently departed for Germany, but was recaptured by a British warship, despite attempts made to blow her up. She was brought into a British port and the prize crew were made prisoners.

AUSTRIA'S AIM.

FORCIBLE CONSCRIPTION OF SOUTHERN SLAVS.

LONDON, Nov. 27.

The Times understands that the Emperor Charles will shortly be crowned at Budapest as King of Hungary and the new Kingdom of Croatia, Slavonia and Dalmatia, which will be under the control of the Magyars. This obviously aims at the forcible conscription of the southern Slavs, like Poland.

WAR PRISONERS IN SWITZERLAND.

ARRANGEMENT TO REPATRIATE PRISONERS OF WAR.

LONDON, Nov. 27.

In the House of Commons Mr. Hope announced that he understood that Germany has accepted the British proposal for the repatriation of the British and German prisoners of war in Switzerland if they are totally unfit for military service.

SUBMARINE PIRACY.

LONDON, Nov. 27.

Mr. Asquith, replying to a question in the House of Commons, assured the House that the reported submarine warfare by the enemy was engaging the unremitting attention of the authorities. All possible steps were being taken to counteract it.

SMUGGLING FOOD INTO GERMANY.

AMSTERDAM, Nov. 27.

In consequence of the frequent smuggling of "food for Belgium" into Germany, Belgian Customs officers and civilians searched trains on the frontier and confiscated cartloads of pigs and bacon.

Germans on the other side of the entanglements stoned the Belgians, and German sentries intervened. A smuggler was killed and many Belgians wounded.

LATEST EDITION.

STOP PRESS NEWS.

(Reuter's Service to the China Mail.)

AIR RAID ON NORTHERN COUNTIES.

LONDON, Nov. 27.

The Press Bureau announces that hostile airships crossed the north-east coast last night.

Bombs were dropped at several places in the northern counties.

There are no reports of casualties or damage.

THE CHIT SYSTEM IN MALAYA.

OBJECTIONS TO THE FEDERAL EXCISE ENACTMENT.

At the Federal Council meeting at Kuala Lumpur recently, the Excise Enactment, 1915, Amendment, Enactment, was introduced on a certificate of urgency.

In an exhaustive explanation the Acting Legal Adviser mentioned that the object of the bill was, first, to prohibit the sale by retail of intoxicating liquor, beer and kiddy upon credit; and secondly, to afford further protection to the public from the sale by licensees of toddy shops of liquor unfit for consumption.

Further amendments which would be proposed in committee were designed to delete the provision in the principal Enactment that the sale of beer for consumption elsewhere than on the premises of the vendor should not constitute an offence, and to make provision for the issue of beer licenses for the sale by retail of beer. It was also proposed to fix a minimum penalty of \$50 for offences.

The Hon. Mr. Payne-Gallwey objected to the bill on the ground that when giving a dinner to a party of friends at a hotel for instance, he would have to pay cash for the drinks instead of being able as at present to settle for the whole lot afterwards.

The Hon. Mr. A. N. Kenion made a similar objection, stating that Europeans in this country had not been in the habit of paying cash within their own limits.

Referring to the proposed amendments as to the sale of beer, one of the chief delights of this country for the wandering traveller, he said, was that wherever he went he could find a small Chinese shop where he could purchase a bottle of that innocent and refreshing beverage of beer, but if the present proposals were carried hundreds of these would disappear.

The Hon. Mr. Payne-Gallwey replied that even that was not perfectly safe. Eventually the High Commissioner agreed that the amendments as to beer should be dropped.

Officials further pressed their point as to credit, the Hon. Mr. Payne-Gallwey saying that Europeans did not usually carry money about. Indeed, they were particularly requested by the Government not to do so.

Eventually it was decided to add a proviso as follows:

"Provided always that nothing in this section contained shall extend to prevent any licensee from keeping an account with a lodger in which any charge for liquor may be included and recovery of the amount thereof in court."

ST. JOHN AMBULANCE BRIGADE.

HONGKONG AND CHINA DISTRICT.

SARAJEVO DIVISION.

By arrangement with the Officer Commanding the Hongkong Volunteer Reserve, and with the sanction of H.E. the Officer Administering the Government, the Sarajev Division of the Brigade is attached to the Hongkong Volunteer Reserve for duty as required.

APPOINTMENT.

Subject to confirmation by General J. C. Dalrymple, Chief Commissioner, Dr. William Brownlow Ash, Moore is appointed Divisional Surgeon in charge of the Sarajev Division.

(Sd.) E. B. BARNES, Officer in Charge of District.

THE WELL-KNOWN AND OLD ESTABLISHED FIRM OF LANE, CRAWFORD AND CO. OF YOKOHAMA HAS CHANGED HANDS.

Mr. R. B. McKinnell and Mr. E. F. Johnson have bought out the other shareholders.

Mr. McKinnell is well known in Japan having lived there thirty years. Mr. Johnson has been in Japan for many years and all the staff of the firm are well known in the colony.

SHELL MAKING.

[CONTINUED.]

It is not only in the great centres of the Steel Industry such as Sheffield, Birmingham, Newcastle and the Clyde, that the nation has shown its determination to give our armies a fair chance of competing with the splendid organization of Germany, but in works all over the country, — Agricultural implement works, Hosiery factories, Railway works, Motor Car works and many others — shells and fuses and other munitions of war are now being turned out in quantities which two years ago were unthought of, and with the help of operators who before the war had never seen a shell or worked a lathe in their lives.

These works constitute the three or four thousand "controlled establishments" of the Ministry of Munitions, the control taking the form of preventing strikes on the part of the workers, and executive profits on the part of employers.

Besides the "controlled establishments" there are some forty or fifty national shell factories, financed by the Ministry of Munitions, but managed by Local Committees, or by firms having previous munition experience.

The shells they make are of all sizes, from the three inch or eighteen pounders of the Field guns, to the eighteen inch howitzer shells now reported in use on the Somme front; they are in many varieties; armour piercing, high explosive, shrapnel, lacrimatory. Different shops adopt different methods of manufacture, and it would need many volumes to describe them all, but it will serve the purpose of giving a general idea of what the business of shell making is like, if a particular shop making a particular shell is taken as a sample.

The shop in question is one of the forty National Shell Factories already mentioned, and the shell is the 4.5-inch high explosive howitzer.

THE HIGH EXPLOSIVE HOWITZER SHELL.

The completed shell, ready for firing, is filled with high explosive and has a brass fuse screwed into its nose to detonate this high explosive; it must also have a brass cartridge carrying the propelling charge, but the Factory dealt with makes only the plain "shell bodies," and it is their manufacture that will be described in this article.

The raw material—forged steel—comes to the works in "billets" of the shape of an ordinary glass tumbler, about fifteen inches long and five inches diameter, and nearly one inch thickness of metal and weighing about 50 lbs. This is a good weight, as in many of the operations the operator has to lift more than one hundred shells a day, on to the machine and down again; the 4.5 shell is the heaviest for which hand power alone is used.

The first operation is to cut off the uneven open end of the billet, this is done in a special parting machine, in which a cutter revolves round the shell and feeds inwards till the shell wall is cut through.

The shell then goes to a drilling machine, and a centre hole is formed in the closed end.

Rough turning is the next operation; this is done on a lathe, to about one sixteenth inch of the finished diameter; the open end of the shell is held by an expanding mandrel on the fixed headstock of the lathe, the centre on the loose headstock being in the centre hole made in the last operation, the turning is done in one cut, sometimes as much as three eighths of an inch deep.

The cavity has then to be bored, this is done in a turret lathe, two cutters being used for the bore which for high explosive must have a smooth finish, a third cutter chamfers off the open end of the shell to a standard length from the end of the bore.

The shell is now cut to a standard length by turning the necessary amount off the closed end, leaving the centre hole on a projection of one and a quarter inch diameter.

Up to this stage the shell has retained its plain cylindrical shape; it has now to have the conical nose formed; this operation is called "bottling." The open end of the shell is pushed into a gas fired furnace and when sufficiently hot, is put under a hydraulic press carrying a conical cast iron die which gently squeezes the red hot metal into the required shape.

The "bottling" process leaves the shell with a rough nose and an office of about one inch diameter, and the next operation consists in drilling and boring this office to form a "lapping hole" for the two inch screw of the fuse, this is done on a turret lathe; a twist drill first roughs out the fuse hole, the next tool, holder on the lathe, carries a roughing cutter for this hole, and a roughing cutter for reducing the shell to standard length; a hand holder carries the finishing tools for these operations, the standard length being measured from the inside of the shell.

A cross slide carries a "scooping" tool for forming off the inside of the nose of the shell which has been roughed out in the bottling process.

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the minimum 4.44 inches. The operation is performed on an ordinary lathe by means of a "form" attached to the cutting tool, which guides the cutting tool along the proper curve of the shell nose.

The next operation is to reduce the shell to 23 lbs. weight, which is the standard at this stage; it is done by turning off the required amount from the base of the shell, which at this stage weighs 9 ounces per one eighth inch of length. The screw thread in the fuse hole is then formed, being roughed in a thread milling machine and then finished with a tap worked by hand gearing.

A recess about three eighths of an inch deep has now to be formed in the base of the shell, into which a "base plate" is afterwards rivetted; it seems at first sight rather waste of time to take out this metal and replace it by other metal, but an examination of a few hundred shells will show a reason; the class of steel of which these shells are made is liable to a defect called "piping," sometimes it is an absolute cavity, sometimes a honeycomb formation, but it always occurs in the centre of the base which is from three quarters to one inch thick; the forming of the base plate recess discloses any such flaw, and when one is found the shell is scrapped. The recess is formed in an automatic lathe in three cuts by tools set in the turret; and a fourth cut from a tool on the slide rest reduces the length of the shell by one eighth inch leaving a bead of metal at the edge of the recess which is afterwards rivetted over to hold the base plate in position.

The groove for the copper driving band has now to be formed, this groove is about one and a quarter inch wide and one eighth inch deep, and is half an inch from the base of the shell; its sides are undercut to form a dovetail to hold the copper, and three waved ridges are formed in the groove to prevent the band rotating. The work is done on a lathe with revolving tool rest, the groove is first roughed but, the undercutting is done by a tool with double cutting edges, which is traversed to undercut first one side of the groove and then the other. The waving is formed by means of a "form" cutter which is fed inwards by hand and receives the necessary lateral movement by means of a grooved cam revolving with the shell and, by means of a cone fitting in the groove, alternately pushing and pulling the slide rest along the lathe bed.

The shell is now polished internally and washed and goes through its preliminary examination. After it has been passed and stamped by the examiners, the base plate is rivetted in by level in a lathe. A small screw hole is formed near the nose of the shell to carry a "grab screw" to hold the fuse in position. The copper band has then to be pressed on; it is first forced over the body of the shell and when it reaches the groove, is held there by being driven in, in two or three places, by a hammer. The shell is then placed vertically in the press which has six dies actuated by hydraulic pressure, which close upon the band and press it into the groove. The shell then goes into the varnish room, where it is steamed and varnished internally and put into a hot room to dry. The copper band is then turned to a somewhat complicated pattern, which it is assumed experience has found most suitable. Starting from the surface of the shell body, it swells in a finely serrated sloping surface till, at about the middle of its width, it projects about one twelfth inch; the remainder of the band consists of two grooves with intervening ridges of varying size.

Then comes the final examination, the shell has to be measured or "gauged" in every direction and as to every detail, to see that it agrees with the design within certain prescribed limits. The variation allowed in diameter of copper driving band is only half a hundredth of an inch; it will easily be understood that this is an important point, as it is this copper band which is forced into the rifling of the gun barrel, and should there form a tight joint and while causing and allowing the shell to revolve should prevent the escape of the gases formed by the firing of the propelling charge till the shell has left the gun. Nearly a quarter of an inch is allowed in the extreme length which is about thirteen and a quarter inches, and five hundredths in the thickness of the shell wall, which is just over half an inch. The shell has to be weighed, and it should weigh—the finished shell body only without the fuse or explosive charge—an average of 27 lbs. 8 oz. with an allowance of 3 oz. above or below this. It then goes into bond to be sent eventually to the filling factory.

The factory to which the foregoing description refers, is one of the forty or more "not" up by the Ministry of Munitions. A suitable building was fortunately available, but it had to be entirely fitted up. A start was made with old lathes bought or hired in the neighbourhood. When new machinery came in most of the bore stamp "W. & A. Finish" which means that too much could not be expected of it in those times of rush. Work was started in the Summer of 1916, but of course several months were employed in fitting up machinery, and it was not till the end of the year that shells were produced. However by the middle of 1916 the production had reached 1000 a day. About 300 women and 200 men are employed on each shift and two ten hours shifts worked. No figures can of course be given as to the actual cost in this factory, but it is satisfactory to see that the Ministry of Munitions, that the cost of 4.5 inch shell bodies has been reduced from 65 shillings to 35 shillings, and more satisfactory still to know that the cost of the finished shell of the Ministry of Munitions has now sufficient shells

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DONT FORGET

"HEATHER-DAY"

30th NOVEMBER.

THE WIRELESS SERVICE TO HONOLULU.

SOME OF ITS ADVANTAGES.

The wireless service between the Naval Wireless Telegraph Office at Fanning Island, China, Port Arthur, Japan, and Honolulu was opened on the 19th inst.

The preparations for this important development of the trans-Pacific telegraphic service the "Kobe Herald" says, had been nearly completed in July, 1916, when the Japanese authorities and the General Manager of the Marconi Wireless Telegraph Company at San Francisco had a "conferance" through the intermediary of the Honolulu office. That this important medium of communication between the Empire and the island territory of America should now be opened for public service is a matter for national congratulation. For once the service is opened a regular communication will soon be established between Japan and America, which will have far-reaching consequences.

It is absolutely necessary for the Japanese people to have a

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ROYAL MAIL SERVICE.

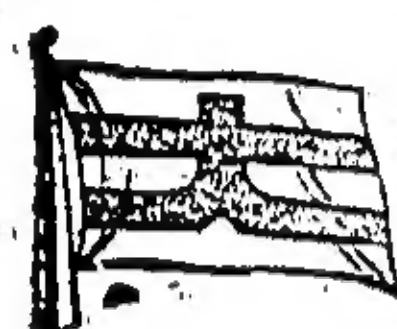
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For	STEAMERS	To SAIL	REMARKS
LONDON & BOMBAY via MALTA	Capt. C. C. Talbot, R.N.R.	Noon 1st Dec.	Connecting at Colombo with Mail Steamer Malacca.
SHANGHAI, MOJI & KORE	NOVARA, Capt. H. R. Hetherington, R.N.R.	about 8th Dec.	Direct Service.
LONDON via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES	NANKIN, Capt. G. Manley, R.N.R.	Noon 15th Dec.	Direct Service.
SHANGHAI, MOJI, KORE, BOMALI, AND YOKOHAMA	Capt. S. D. Pinckney, R.N.R.	about 15th Dec.	Direct Service.

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 "TACOMA MARU" Capt. T. Hamada, Thursday, 30th Nov., at 3 p.m.
 "MANILA MARU" Capt. T. Hamada, Friday, 8th Dec., at 3 p.m.
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S.S. "KUNAJIRI MARU" Capt. T. Hamada, Friday, 1st Dec., at 7 a.m.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SAMARANG, SOURABAYA & BATAVIA.

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FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING TAKAO, VIA SWATOW, AND AMOY.

S.S. "JOSHIN MARU" Capt. T. Hamada, Wednesday, 29th Nov., at 8 a.m.
 S.S. "KAIJO MARU" Capt. T. Hamada, Sunday, 3rd Dec., at 10 a.m.

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MANILA, CEBU & ILOILO	TAMU	Nov. 29, at 4 p.m.
AMOY & SHANGHAI	SAIGON	Nov. 29, at 10 a.m.
PAKHOI & HAIPHONG	SHANGHAI	Nov. 29, at 4 p.m.
SHANGHAI	SHANGHAI	Nov. 29, at 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	SHANGHAI	Dec. 2, Daylight
SHANGHAI	SHANGHAI	Dec. 2, Daylight
MANILA, CEBU & ILOILO	SHANGHAI	Dec. 2, at 4 p.m.

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SINGAPORE, PENANG & } LAISANG		THURSDAY, Nov. 30, at Noon.
ALCUTTA		
SHANGHAI	WINGSANG	FRIDAY, Dec. 1, Daylight
SHANGHAI, KORE & MOJI	NAMSANG	SATURDAY, Dec. 2, Daylight
HAIPHONG	TAKSANG	SATURDAY, Dec. 2, at 7 a.m.
MANILA	LOONGSANG	SATURDAY, Dec. 2, at 3 p.m.
SHANGHAI	YUSANG	SUNDAY, Dec. 3, Daylight
SANDAKAN	MAUSANG	WEDDAY, Dec. 6, at Noon
MANILA	YUENSANG	SATURDAY, Dec. 9, at 3 p.m.

RETURN TOURS TO JAPAN.

These steamers Katsang, Tamsang, Loosang & Yousang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yousang, Katsang leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yokohama, Kobe, Choshi, Tientsin, Daire, Weihaiwei.

* Taking Cargo on through Bills of Lading to Kure, Lohd, Daire, Simporu, Tawau, Usuk, Jesselton and Labuan.

Under Straits Government, Passport Regulations. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

HOMeward.

FOR	STEAMERS	DATE OF DEPARTURE
GENOA	MEMONETHSHIRE	End of November

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSON & Co., Ltd., Agents.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast-steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS	CAPTAIN	LEAVING
HAITAN	Capt. A. H. Stewart	FRIDAY, 1st Dec. at 11 a.m.
HAIHONG	Capt. J. W. Evans	FRIDAY, 8th Dec. at 11 a.m.

SWATOW

STEAMERS	CAPTAIN	LEAVING
HAITAN	Capt. A. H. Stewart	TUESDAY, 28th Nov. at 10 a.m.
HAIHONG	Capt. J. W. Evans	TUESDAY, 5th Dec. at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPEAUX & Co., General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, SINGAPORE, INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons & Speed	Leave Hongkong
KOREA MARU	13,000-18 knots	Wed., 29th Nov. at Noon
SIBERIA MARU	16,000-18 knots	Wed., 13th Dec. at Noon
TENYO MARU	22,000-21 knots	Tues., 19th Dec. at Noon
NIPPON MARU	11,000-15 knots	Thurs., 4th Jan. at 10.30 a.m.
SHINYO MARU	22,000-21 knots	Wed., 17th Jan. at Noon
PERIA MARU	9,000-14 knots	Sat., 27th Jan. at 10.30 a.m.

First Class to London G8348. (271-10-0) Return G8806. (2199)
 " " " San Francisco G8250. " G8437.50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamers Tons & Speed Sailing

KIYO MARU 17,800-14 knots Tues., 9th Jan. at Noon.

For full particulars as to Passage and Freight apply to

T. DAIGO AGENT.

Telephone 591. KING'S BUILDING (Opposite Blake Pier).

NIPPONYUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA	SKATORI MARU, Capt. B. Kon, Tons 21,000	(SATURDAY, 8th Dec. at Noon)
BAY, CAPE TOWN, TENERIFE	KAMO MARU, Capt. B. Shimizu, Tons 18,000	(THURSDAY, 28th Dec. at Noon)
VICTORIA, B.C. & SEATLE, VIA SHANGHAI, MOJI, KORE, NAGASAKI, AND YOKOHAMA	TAMBA MARU, Capt. Akamatsu, Tons 12,500	(WEDNESDAY, 6th Dec. at Noon)
SYDNEY AND MELBOURNE, VIA MANILA, CEBU, DAV IDLAND TOWNS, VILLE AND BLUESBANK	SHIDZUKA MARU, Capt. Noma, Tons 12,500	(WEDNESDAY, 2nd Dec. at Noon)
ALCUTTA & SINGAPORE, PENANG & RANGOON	TAKO MARU, Capt. O. Sakamoto, Tons 10,000	(TUESDAY, 19th Dec. at 4 p.m.)
BOMBAY VIA SINGAPORE, MALACCA AND COLOMBO	YETOHOFU MARU, Capt. S. Hirata, Tons 5,000	(THURSDAY, 14th Dec. at Noon)
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU, Capt. B. Takeda, Tons 9,500	(MONDAY, 11th Dec. at 10 a.m.)
SHANGHAI, KOBE & YOKOHAMA	ISUWA MARU, Capt. T. Sekine, Tons 21,000	(SATURDAY, 16th Dec. at 10 a.m.)
KOBE	YAMAGATA MARU, Capt. K. Goto, Tons 9,000	(MONDAY, 11th Dec. at Noon)
SHANGHAI & KOBE	TOTOMI MARU, Capt. Tomida, Tons 5,000	(MONDAY, 4th Dec. at Noon)
VLADIVOSTOK, KOBE & YOKOHAMA	YOKUSHIMA MARU, Capt. Yamazaki, Tons 12,500	(THURSDAY, 14th Dec. at Noon)

EASTBOUND NEW YORK LINE

via PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SHANGHAI, KOBE, NAGASAKI, YOKO, HAMA, SAN FRANCISCO, PANAMA AND COLOMBO

For further information apply to

NIPPON YUSEN KAISHA, LTD. B. MORE, Manager.

SHIPPING

P. & O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "MAITA," Captain C. H. COCHRANE, carrying His Majesty's Mail, will be despatched from this port on or about FRIDAY, the 1st December, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "MELITA" from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay per s.s. "Nagoya" due in London about 19th January, 1917.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. FARR, Acting Superintendent.

Hongkong, Nov. 17, 1916.

"BLUE FUNNEL" LINE.

NEW YORK SERVICE.

THE Steamship "BURYMEDON"

Is BERTHED TO LEAVE

FOR BOSTON AND NEW YORK.

Sailing about 8th December.

For Rates of Freight apply to—

BUTTERFIELD & SWIRE, Agents.

OCEAN STEAMSHIP CO., LTD.

CHINA MERCHANT S.S. CO., LTD.

Hongkong, Nov. 13, 1916.

NOTICES TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "KOREA MARU"

from NAGASAKI with

S.S. "PERIA MARU" Cargo

FROM SAN FRANCISCO VIA

HONOLULU, JAPAN PORTS

AND SHANGHAI.

The above-named Steamer having arrived

Consignees of Cargo are hereby notified

to send in their Bills of Lading for counter-

signature, and to take immediate delivery

of Cargo from alongside.

Cargo remaining undelivered on MON-

DAY, 27th November at Noon, will be

landed at "Consignment" risk and expense,

and delivery must then be taken from

the Company's Godown. Storage charges

will be assessed on all Cargo remaining

undelivered on FRIDAY, 1st November

at 5 p.m.

No Fire Insurance whatever will be

affected.

No Claims will be recognized after the

Goods have left the Steamer or Godown.

All damaged and damaged Cargo will

be landed into the Company's Godown,

where they will be examined on 30th

November at 10 a.m.

SHIPPINA

1. *Manpower*
 2. June 12, 1964
 3. **WASHINGTON**
 4. **CHILDREN**
 5. **WASHING BOOTS (for men)**

